

INTERESTS IN THE COMMERCE

Synopsis of Twentieth Annual Report of the Interstate Commerce Commission.

MAKES RECOMMENDATIONS.

Decisions Have Been Rendered on Transportation, Filing of Tariffs and the Like.

Special Investigations—Car Shortage Complaints—Accidents—Statistics of Railways.

Washington, Dec. 19.—A synopsis of the twentieth annual report of the interstate commerce commission was transmitted to Congress today. It follows:

The most important legislation of the year relating to the work of the commission was the passage of an act, approved June 29, which amended the act to regulate commerce in various important particulars. A joint resolution adopted the same day postponed the taking effect of this measure until the 1st of August, and the amended law has been in force since that time. The scope of the statute has been materially enlarged by the enactment and the powers of the commission substantially increased.

The commission does not present any recommendations for further amendment of the regulating statute in this report, but says such amendments as may be necessary will be submitted in special communications to Congress during the present session.

RULINGS OF THE COMMISSION.

These decisions and rulings under the new law relate to the following subjects: Money payment for transportation; rates of new tariffs; application of rates higher than the sum of local and reduction of such through rates on one day's notice up to Dec. 31, 1906; desire to meet rates; a competing carrier; round trip excursion rates; and establishment of such rates on short notice; round trip tickets on certificate plan; party-rate tickets; filing and publication of new tariffs; application of rates; insurance and use of free passes; transportation of land and immigration agents free or at reduced rates; free or reduced-rate transportation for military and naval personnel; transportation of care takers of live stock, poultry, fruit, and vegetables; filing rates on cotton and other commodities; application of rates; and amended law to cases previously pending before the commission.

PHASE OF TARIFFS.

The amended law provides that in all cases of changes in rates applicable to interstate traffic, whether advances or reductions, the public and the commission shall be given 30 days' notice. In cases of emergency, however, and to prevent hardships, the commission is authorized, in its discretion and for good cause shown, to allow changes in rates on less than 30 days' notice. The rates have been received since Aug. 28, the date when the new law became effective.

Contrary to general expectation, the maintenance of 20 days' notice has been operated to greatly increase the number of tariffs. Prior to the passage of the amended act, for several years, the average number of tariffs filed annually was about 400, including both freight and passenger tariffs, but from Aug. 1, 1906, up to and including Nov. 30, the average number of tariffs filed daily has been 94, and in this period the number of tariffs received for freight was 5,587, of which 1,475 were freight and 4,112 were passenger tariffs.

SPECIAL INVESTIGATIONS.

Under the heading the commission mentions the numerous hearings which have been held in the investigation ordered by the joint resolution of Congress, approved March 1, 1906, commonly known as the Tillman bill, providing for a special investigation of the relations of common carriers to the production and distribution of coal and oil lands by such carriers or their subsidiaries. The investigation, instituted by the commission upon its own motion, relates to the relation between the Union Pacific and Southern Pacific Railway systems growing out of their combined management and control, the relations of the Northern Pacific, Great Northern, and Burlington systems, with a view to ascertaining to what extent they are under unified control and the effect of any such control upon their rates and practices.

CAR SHORTAGE.

The inability of shippers to secure cars for the movement of their traffic is the subject of numerous and grievous complaints which come to the commission from all parts of the country. A car famine prevails which brings distress in almost every section, and in many localities amounts to a calamity. The extraordinary emergency which everywhere abounds with the high prices obtainable for all classes of commodities has so stimulated production as to yield a volume of transportation business which far exceeds in the aggregate the carrying capacity of the railroads. In a word, the development of private industry has of late been much more rapid than the increase of railway equipment.

The commission is without authority under the existing law to deal effectively with this condition. The regulating power of Congress has been exercised to control the physical operations of interstate railroads, aside from the appliance requirements, either the supply of equipment, or the commission, without waiting for further authority, has commenced an investigation of this subject with a view to ascertaining its causes and devising in different parts of the country, the remedies that can be applied, either voluntarily by the carriers or by the compulsion of suitable enactments.

COMPLAINTS.

Since the last annual report of the commission was submitted, 1,084 complaints have been filed with the commission.

Under the twentieth section, as amended, the commission is granted authority to prescribe a uniform system of accounts for railroads and other transportation agencies under its jurisdiction.

RELATIONS OF THE REFUGEES

Those Prominently Connected With Relief Work Enter a Vigorous Protest.

WANT BETTER DISTRIBUTION.

Would Operate Through the Reorganized Charitable Institutions, Giving Them Control of Funds.

San Francisco, Dec. 19.—Declaring that the relief committee is pauperizing the thousands of refugees in this city, practically all those who have been prominently identified with local charitable organizations united in a petition and protest to the relief committee, asking that the reorganized charitable institutions of San Francisco be given control of the distribution of the relief and Red Cross funds.

It was not asked that the money be handed over to these institutions outright, but that the relief committee should hereafter take a back seat and allow the rehabilitated charitable bodies of the city to attend to the wants of those in need and to handle the funds necessary for that purpose. It was proposed that the relief committee should act as a clearing house for the reorganized charities.

The petition was signed by many of those who have been working in conjunction with, and often under the direction of the relief committee. The petition was referred without discussion to the rehabilitation committee.

STATISTICS OF RAILWAYS.

For years the commission has published a brief advance report presenting a condensed income account statement for the operating railway companies in the United States. This preliminary report for the year ending June 30, 1906, includes certain returns for 362 railway companies, representing an operating mileage of 229,028.4 miles, or approximately 90 per cent of the mileage that will be covered by the complete statistical report for the year. The gross earnings of the roads described were \$2,313,780,530, consisting of passenger earnings, \$1,818,555,931; freight earnings, \$495,224,599; and miscellaneous earnings, \$100,261,234. The gross earnings averaged \$10.543 per mile. This average is much higher than the like average for any previous year for which the commission has published a statistical report. The gross earnings of the railways as shown in the final report for the year ending June 30, 1906, were \$2,424,498,406, an average of \$10.588 per mile, or 2.15 per cent higher than the average for the year 1905. The operating expenses were \$1,532,162,153, or \$6.903 per mile. The ratio of operating expenses to earnings, as shown by the preliminary report, was 69.09 per cent. The same average in the final report for the year 1906 was 69.78 per cent. This advance report shows that the net earnings of the same roads for the year ending June 30, 1906, were \$781,597,777, or \$3.580 per mile, and for the year 1905, \$660,691,151.

The amount reported by the carriers as income from their operations for the year ending June 30, 1906, was \$132,824,982, which amount includes a few duplications due to the method of accounting followed by certain of the reporting carriers. The commission has published a statistical report covering the year ending June 30, 1906, against this amount was charged as interest, rents, betterments, taxes, and other expenses the sum of \$520,385,554, and as dividends the sum of \$223,408,588, leaving a surplus for the year of \$100,428,797. The taxes charged to income during the year were \$88,802,288. The surplus for the year ending June 30, 1906, showed a surplus of \$89,043,490.

The amount of dividends declared in 1906 was \$84,845,495, more than the amount shown for the dividends of practically the same roads in 1905. This preliminary report, as already stated, relates to operating roads only, and does not include the dividends of the carriers paid by leased lines from the income they received as rent. The dividends declared by the subsidiary leased lines for the year 1906 were about \$35,750,000.

SAFETY APPLIANCES.

The condition of equipment has continued favorable. Many old cars of light capacity have been replaced by cars of modern construction. This has had a good effect, as the new cars are all equipped with air brakes and have the latest couplers, which are stronger than those put in service a few years ago. There is also a tendency to limit the couplers used to four or five of the best makes, and this tends to uniformity and removes the necessity of keeping in stock a large number of repair parts.

Generally speaking, the law has been well observed. Certain carriers have made monthly reports to the commission of accidents to passengers and employees for five years.

The tremendous increase in the volume of freight traffic has put a severe strain upon employees and this has often been made the justification of excuse for working men unduly long hours, and has led to the employment of many young and inexperienced persons in the matter of long hours the accident reports have shown instances of even worse conditions than existed in former years.

In the item of passengers killed in collisions and derailments the record for 1906 is not so bad as that of 1905. This is a cause for gratification, but the only real indication of the figures is that the number and severity of great disasters has diminished. The cost of collisions as reported by the companies, excluding damages to property and indemnities paid to or on account of passengers or injured, is \$10,659,183, nearly a million dollars greater than in 1905.

BP. McCABE DIED THIS MORNING

Was Stricken With Apoplexy in New York on His Way to Philadelphia.

WAS CHAPLAIN IN CIVIL WAR.

Captured at Winchester and Spent Four Months in Libby Prison—Chancellor of American University.

New York, Dec. 19.—Bishop Charles C. McCabe of the Methodist Episcopal church died in the New York hospital at 5:20 a. m. today. Death was due to apoplexy with which the bishop was stricken several days ago while passing through this city on his way to his home in Philadelphia. Mrs. McCabe and the bishop's niece, who have been with him almost constantly since he was stricken, were at the bedside when the noted clergyman passed away.

Bishop McCabe was stricken when about to leave this city on Dec. 11. The night before he had delivered his famous lecture on "The Sunny Side of Life in Libby Prison," at Torrington, Conn., and was passing through this city on the Pennsylvania railroad and was about to step upon a ferry boat when he staggered and fell unconscious. He was carried into the ferry house as soon as an ambulance and the indication of the 24 hours following were that the shock had been a slight one. At that time his condition gave promise of speedy recovery and the health of the patient encouraged this hope. Just before the attack he had walked briskly and carried a grip weighted with books and papers without apparent fatigue.

The condition of the patient did not change materially until early Saturday last when he lapsed into unconsciousness. From that time he gradually and on Monday the physicians in attendance said that the outcome was no longer in doubt.

Bishop McCabe was born in Athens, Ohio Oct. 18, 1836. He entered the Ohio conference of the Methodist church in 1860 and two years later became chaplain of the New Hundred and Twenty-second Ohio infantry. He was captured in the battle of Winchester and spent four months in Libby prison. His experiences as a prisoner of war were later recounted on the lecture platform. For more than 30 years he was popularly known as "Chaplain McCabe" and the title clung to him even after the general conference of the Methodist Church in 1896 made him a bishop.

Following the war he became pastor of a church at Portsmouth, Ohio and later was associated as assistant secretary with the board of church extension work. While engaged in church extension work he originated the rally cry, "We are building a church every day." His success as a money-raiser was remarkable and later as secretary of the Methodist missionary society, to which post he was elected in 1884, he added a million dollars to the annual income of the society. He was a singer and his songs were a feature of his pleas for funds. He was chosen chancellor of the American university at Washington in 1892.

BANK ROBBER SENTENCED.

Jos. Skerns Pleads Guilty and Gets Ten Years in Prison.

Great Bend, Kan., Dec. 19.—Joseph Skerns, the former Kansas dry goods clerk and newspaper man, captured recently after holding up a local bank in broad daylight, was arraigned today, pleaded guilty and was sentenced to the state penitentiary for a term of ten to 21 years.

KING OSCAR IMPROVES.

Stockholm, Dec. 19.—King Oscar continues to make steady progress toward recovery. The bulletin issued by his attending physicians this morning was as follows:

"The king passed a quiet night. His temperature this morning was 99.1, and his heart action was somewhat stronger. Otherwise his condition is unchanged."

LATIN-AMERICA AT JAMESTOWN EXPOSITION.

Washington, Dec. 19.—Some idea of the extent to which Latin-America will participate in the Jamestown exposition was given in a special communication on the subject received here today from Nicholas Veloso-Gonzalez, special commissioner for the exposition to Latin-America. It shows that 19 countries, Argentina, Brazil, Bolivia, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Haiti, Mexico and Venezuela, have accepted the invitation to be represented at the exposition. Guatemala, Honduras, Nicaragua, Panama, Peru and Uruguay, are considering the matter, and the Dominican Republic, Paraguay and Uruguay, have not as yet answered. Cuba alone has declined to participate.

ATTEMPTED ASSASSINATION.

Lodi, Dec. 19.—An attempt to assassinate Chief of Police Cheshanowski was made today. The would-be assassin hurled a bomb beneath his carriage and opened fire on him. Although the chief escaped with but a slight injury to his foot, his carriage was wrecked and the coachman and three dragoons who were escorting him were probably fatally wounded by bomb splinters. The terrorists escaped.

OFFICIALS SAY THE ADMINISTRATION TICKETS HAVE WON.

N. Y. and Mutual Officials Say The Administration Tickets Have Won.

SAMUEL UNTERMYER SAYS NO.

He Says They Have Only Begun to Fight—Some Days Before Result Will Be Known.

New York, Dec. 19.—Officials of the New York Life and Mutual Life insurance companies confidently claimed last night, at the close of the election for trustees of the companies, that the administration tickets had won. Samuel Untermyer of the international policyholders' committee disputed this and claimed the election of the opposition tickets by a few thousand votes. It should develop that the administration tickets won, however, it was stated that the decision would be contested in the courts.

"We have only just begun to fight," was the statement made by Mr. Untermyer when told of the claims of victory put forth by the insurance officials.

A statement by State Supt. of Insurance Kelsey indicated that the result of the elections might be indicated by the end of the week, much sooner than was generally expected. Mr. Kelsey said:

"It was an orderly and well conducted election. The vote in the New York Life is so overwhelming that by the end of the week the result will be indicated there. I think that the results in both companies will be indicated by the end of the week."

The Mutual Life election was a quiet affair, but there was excitement from start to finish in the polling place of the New York Life. The Mutual Life election was a quiet affair, but there was excitement from start to finish in the polling place of the New York Life.

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WAR ON FARMING.

CHIEF OF RUST.

Number of Companies Declare Their Intention to Fight Trust Prices and Methods.

WANT THE PRESIDENT'S AID.

Petition Congress to Enact New Tariff Provision to Break up the Combine.

Chicago, Dec. 19.—The Tribune says: A bitter war which ultimately may have far-reaching effects on the manufacturing interests of the country, was precipitated yesterday, when a number of farming machinery companies openly declared their intention to fight against the "trust" prices and methods of the iron and steel combine of the United States.

Their first move was to draft a petition appealing to President Roosevelt and Congress to aid them in their efforts to obtain just treatment at the hands of the steel monopoly.

The petition calls on the authorities at Washington to curb the power of the trust and to make some new tariff provision which will break up the "injurious" combine.

It has been signed by prominent implement manufacturers throughout the country.

The declaration of war is the outcome of a quiet meeting of the heads of farming machinery concerns, which was held a few days ago in this city.

It was decided then that something must be done to curb the powers of the steel trust in order to save the smaller implement makers from ruin. It was the opinion of the men that the farming interest of the country were imperiled by the monopolistic nature of the iron and steel business. According to the petition to be sent in a few days to Washington the prices of iron Cast steel are so high that the manufacturers of farming tools are unable to carry on their business with profit.

William Fetzer of Fetzer & Company, Middletown, Ohio, extensive manufacturers of farm tools and machinery, is a leader in the fight on the combine. "The present situation is so serious," he said, "that we felt that the emergency demanded bringing the matter directly before President Roosevelt. A number of prominent manufacturers are in the move to see what can be done to save the implement business from the clutches of the iron and steel trust prices."

CHILDREN'S SKELETONS FOUND.

Butte, Mont., Dec. 19.—A miner special from Here says:

Mrs. A. G. Stevenson, Butte, Kan. Mrs. E. L. Leckie, Keokuk, Ia. Charles B. Frederick, Cheyenne, Wyo. J. H. Hildebrand, Ark. J. D. Blunt, Chicago. L. M. Hanson, El Paso. E. P. Hayes, Wichita, Kan. Ed Graham, Peabody, Kan. F. M. Davis, Meade, Kan. C. M. Davis, Meade, Kan. The wrecked train was made up at El Paso.

ORDER ISSUED TO SUSPEND PATENTS

Until Each Case Can Be Investigated by a Special Agent.

IN HARMONY WITH MESSAGE.

Outcome of Recent Proceedings Conducted in This City With Reference To Coal Land Frauds.

(Special to the "News.")

Washington, D. C., Dec. 19.—In harmony with the president's message charges of yesterday, the secretary of the interior issued an order yesterday afternoon suspending issuance of all land patents until each case can be investigated by a special agent.

The above is an outcome of the recent coal land investigations as conducted in this city, in Pueblo and Denver, as well as in more eastern cities, where fraudulent acquisition of tracts of valuable coal lands was made by individuals and corporations. At a house committee hearing on Monday, Interstate Commissioner E. E. Clark agreed to give his lands to the federal government, and gave as his opinion that in Utah, Wyoming and Colorado the law limiting coal entries to 160 acres for an individual and 640 acres for an association of individuals, was being evaded by the use of fraudulent transfers of land to corporations, as these amounts are too small to warrant requisite expenditures for developing coal mines. In Wyoming the same amounts are too small to warrant requisite expenditures for developing coal mines. In Wyoming the same amounts are too small to warrant requisite expenditures for developing coal mines.

ADDED TO RESERVES.

In accordance with an order from the president, all of the coal lands withdrawn from entry by the government will be added to the forest reserves. This includes half a million acres in the Wasatch range, which will be added to the Salt Lake forest reserve; and the largest addition to any of the forest reserves in the state will be the enlargement of the Uinta reserve, and the establishment of most of the carbon county coal lands will be found in the enlargement. This reserve is already the largest in the state, and extends into Wyoming.

In the order suspending from entry all the coal lands in the state upon which no filings were made, 46 townships in Carbon, Summit, Teton, and Park counties, and 14 about 421,000 acres have been filed upon, but the remaining 500,000 acres of land in these townships are affected by the order. The following is a description of the lands:

Township 2 north, range 5 east; township 3 north, ranges 5, 10, 11, 12 and 15 east; township 4 north, ranges 5, 10, 11, 12 and 15 east; township 5 north, ranges 5, 10, 11, 12 and 15 east; township 6 north, ranges 5, 10, 11, 12 and 15 east; township 7 north, ranges 5, 10, 11, 12 and 15 east; township 8 north, ranges 5, 10, 11, 12 and 15 east; township 9 north, ranges 5, 10, 11, 12 and 15 east; township 10 north, ranges 5, 10, 11, 12 and 15 east; township 11 north, ranges 5, 10, 11, 12 and 15 east; township 12 north, ranges 5, 10, 11, 12 and 15 east; township 13 north, ranges 5, 10, 11, 12 and 15 east; township 14 north, ranges 5, 10, 11, 12 and 15 east; township 15 north, ranges 5, 10, 11, 12 and 15 east; township 16 north, ranges 5, 10, 11, 12 and 15 east; township 17 north, ranges 5, 10, 11, 12 and 15 east; township 18 north, ranges 5, 10, 11, 12 and 15 east; township 19 north, ranges 5, 10, 11, 12 and 15 east; township 20 north, ranges 5, 10, 11, 12 and 15 east; township 21 north, ranges 5, 10, 11, 12 and 15 east; township 22 north, ranges 5, 10, 11, 12 and 15 east; township 23 north, ranges 5, 10, 11, 12 and 15 east; township 24 north, ranges 5, 10, 11, 12 and 15 east; township 25 north, ranges 5, 10, 11, 12 and 15 east; township 26 north, ranges 5, 10, 11, 12 and 15 east; township 27 north, ranges 5, 10, 11, 12 and 15 east; township 28 north, ranges 5, 10, 11, 12 and 15 east; township 29 north, ranges 5, 10, 11, 12 and 15 east; township 30 north, ranges 5, 10, 11, 12 and 15 east; township 31 north, ranges 5, 10, 11, 12 and 15 east; township 32 north, ranges 5, 10, 11, 12 and 15 east; township 33 north, ranges 5, 10, 11, 12 and 15 east; township 34 north, ranges 5, 10, 11, 12 and 15 east; township 35 north, ranges 5, 10, 11, 12 and 15 east; township 36 north, ranges 5, 10, 11, 12 and 15 east; township 37 north, ranges 5, 10, 11, 12 and 15 east; township 38 north, ranges 5, 10, 11, 12 and 15 east; township 39 north, ranges 5, 10, 11, 12 and 15 east; township 40 north, ranges 5, 10, 11, 12 and 15 east; township 41 north, ranges 5, 10, 11, 12 and 15 east; township 42 north, ranges 5, 10, 11, 12 and 15 east; township 43 north, ranges 5, 10, 11, 12 and 15 east; township 44 north, ranges 5, 10, 11, 12 and 15 east; township 45 north, ranges 5, 10, 11, 12 and 15 east; township 46 north, ranges 5, 10, 11, 12 and 15 east; township 47 north, ranges 5, 10, 11, 12 and 15 east; township 48 north, ranges 5, 10, 11, 12 and 15 east; township 49 north, ranges 5, 10, 11, 12 and 15 east; township 50 north, ranges 5, 10, 11, 12 and 15 east; township 51 north, ranges 5, 10, 11, 12 and 15 east; township 52 north, ranges 5, 10, 11, 12 and 15 east; township 53 north, ranges 5, 10, 11, 12 and 15 east; township 54 north, ranges 5, 10, 11, 12 and 15 east; township 55 north, ranges 5, 10, 11, 12 and 15 east; township 56 north, ranges 5, 10, 11, 12 and 15 east; township 57 north, ranges 5, 10, 11, 12 and 15 east; township 58 north, ranges 5, 10, 11, 12 and 15 east; township 59 north, ranges 5, 10, 11, 12 and 15 east; township 60 north, ranges 5, 10, 11, 12 and 15 east; township 61 north, ranges 5, 10, 11, 12 and 15 east; township 62 north, ranges 5, 10, 11, 12 and 15 east; township 63 north, ranges 5, 10, 11, 12 and 15 east; township 64 north, ranges 5, 10, 11, 12 and 15 east; township 65 north, ranges 5, 10, 11, 12 and 15 east; township 66 north, ranges 5, 10, 11, 12 and 15 east; township 67 north, ranges 5, 10, 11, 12 and 15 east; township 68 north, ranges 5, 10, 11, 12 and 15 east; township 69 north, ranges 5, 10, 11, 12 and 15 east; township 70 north, ranges 5, 10, 11, 12 and 15 east; township 71 north, ranges 5, 10, 11, 12 and 15 east; township 72 north, ranges 5, 10, 11, 12 and 15 east; township 73 north, ranges 5, 10, 11, 12 and 15 east; township 74 north, ranges 5, 10, 11, 12 and 15 east; township 75 north, ranges 5, 10, 11, 12 and 15 east; township 76 north, ranges 5, 10, 11, 12 and 15 east; township 77 north, ranges 5, 10, 11, 12 and 15 east; township 78 north, ranges 5, 10, 11, 12 and 15 east; 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township 136 north, ranges 5, 10, 11, 12 and 15 east; township 137 north, ranges 5, 10, 11, 12 and 15 east; township 138 north, ranges 5, 10, 11, 12 and 15 east; township 139 north, ranges 5, 10, 11, 12 and 15 east; township 140 north, ranges 5, 10, 11, 12 and 15 east; township 141 north, ranges 5, 10, 11, 12 and 15 east; township 142 north, ranges 5, 10, 11, 12 and 15 east; township 143 north, ranges 5, 10, 11, 12 and 15 east; township 144 north, ranges 5, 10, 11, 12 and 15 east; township 145 north, ranges 5, 10, 11, 12 and 15 east; township 146 north, ranges 5, 10, 11, 12 and 15 east; township 147 north, ranges 5, 10, 11, 12 and 15 east; township 148 north, ranges 5, 10, 11, 12 and 15 east; township 149 north, ranges 5, 10, 11, 12 and 15 east; township 150 north, ranges 5, 10, 11, 12 and 15 east; township 151 north, ranges 5, 10, 11, 12 and 15 east; township 152 north, ranges 5, 10, 11, 12 and 15 east; township 153 north, ranges 5, 10, 11, 12 and 15 east; township 154 north, ranges 5, 10, 11, 12 and 15 east; township 155 north, ranges 5, 10, 11, 12 and 15 east; township 156 north, ranges 5, 10, 11, 12 and 15 east; township 157 north, ranges 5, 10, 11, 12 and 15 east; township 158 north, ranges 5, 10, 11, 12 and 15 east; township 159 north, ranges 5, 10, 11, 12 and 15 east; township 160 north, ranges 5, 10, 11, 12 and 15 east; township 161 north, ranges 5,